

**Testimony for Transportation Committee-- June 15, 2011**  
**Regarding HB 4636**  
**Submitted by Rep. David E. Nathan | District 11 (bill sponsor)**

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Mr. Chair, thank you for the opportunity to provide comment on HB 4636, which I sponsored because it is sensible public policy for the state of Michigan.

As you may be aware, section 1(c) of the State Truck Highway System Act (Public Act 51 of 1951) provides that cities with a population of 50,000 or more shall share 12.5% of the costs of constructing and maintaining highways.

This bill amends Act 51 to exempt cities with a population of 50,000 or more from cost sharing requirements "in the case of international border crossings."

The local impact of the DRIC project in southwest Detroit will be huge, effecting hundreds of acres of land; displacing approximately 700 residents, 50 businesses (including churches), while also projected to increase truck traffic to this community by 128% (by 2035).

America is Canada's largest trading partner; and Michigan is the largest state trading partner with Canada. To quote former House Majority Floor Leader, Steve Tobocman, when he testified before this committee last year (May 10, 2010): projects like DRIC *"make good public policy and they have the potential to insure that our state capitalizes on its strategic location along global supply chain routes to create good, high paying jobs in the 21<sup>st</sup> century. Failing to make these kinds of infrastructure investments is a quick road to economic stagnation."*

Mr. Chair, I would also like to direct your attention to Public Act 28 of 2010, better known as SB 1001 (introduced by Sen. Gilbert). This legislation is almost identical to my legislation, but exempted cities with a population of 25,000 to 40,000 from sharing requirements "in the case of international border crossings." This legislation impacted the expansion of the Blue Water Bridge plaza in Port Huron and passed unanimously in the Senate, and with 2 nay votes in the house. The Blue Water project affected 56 acres of land and also displaced numerous residents and local businesses.

Bottom line, local taxpayers should be relieved of the costs, hassles, traffic and numerous disruptions associated with projects that impact international border crossings. The DRIC project will undoubtedly benefit the entire state of Michigan, not just Detroit. And we all expect projects like DRIC to create jobs and strengthen Michigan's economy.

Thank you for your time and consideration of this important legislation.